NEW-YORK, TUESDAY, APRIL 1, 1873.

Vol. XXXH No.9.982.

WASHINGTON.

THE POSTAL SERVICE. ADDITIONAL CITIES ENTITLED TO THE CARRIER SYS-TEM-APPLICANTS FOR THE PRIVILEGE-THE NEW

INY TELEGRAPH TO THE TRIBUNE. WASHINGTON, March 31 .- Under the new law passed at the last session of Congress, and which goes into effect at the beginning of the next fiscal

year, July 1, 1873, nineteen new post-offices will be added to the list of those entitled to the free delivery system. All cities having 50,000 inhabitants were, under the old law, entitled to carriers, but discretionary authority was given to the Postmaster-General to give the carrier system to other cities not having the requisite number. This power was made use of by Messrs. Dennison and Randall, the prede cossors of Mr. Creswell, to a considerable extent, but the present law absolutely requires a population of 20,200 people. It is known, however, that some of the cities now served by carriers have less than the number last mentioned, but it is not proposed to take the privilege away from them. The following named offices not now served will be entitled to carwers under the new law:

| Population | Pop

The following named cities are making every effort to be included in the carrier system, but under the census of 1870 they have not a sufficient population. It is probable, however, that some construction will be made after a short time so that they will be

Wheeling, W. Va., population, 19,282; Norfolk, Va., 19.356; Taunton, Mass., 18,629; Chelsea, Mass., 18,547 Dubuque, Iowa. 18,404; Leavenworth, Kan., 17,049; Fort Wayne, Ind., 17,718; Springfield, Ill., 17,356; Auburn, N. Y., 17,225 : Newburgh, N. Y., 17,014.

The Post-Office Department expects, in a few days to receive the first installment of postal cards from the contractors at Springfield, Mass., so as to distribute them before the 1st of May, when the system goes into operation. George N. Tyner of Iowa, who has for some years been the Government agent to supervise the printing of the stamped envelopes, was appointed, to-day, as postal car agent, and ordered to Springfield.

A LETTER FROM THE POSTMASTER-GENERAL TO THE RAILEOAD PRESIDENTS. [GENERAL PRESS DISPATCH.]

WASHINGTON, March 31.-The Postmaster-General has made the following reply to the announcement by the railroad companies of their purpose to continue for the present the running of postal cars:

POST-OFFICE DEPARTMENT, (WASHINGTON, D. C., March 31, 1873. 5 To ISAAC HINCKLEY, esq., President of the Philadelphi

Wilmington, and Baltimore Railroad Company DEAR SIN: I acknowledge the receipt of the lette communicated the 29th inst., signed by yourself and the representatives of several other railroad companies, requesting that the notice given me under date of the 27 January last, relative to the withdrawal of railway post-office cars after the 1st of April proximo, be consid ered suspended for the present. The announcement made in that communication of the purpose of the companies to continue to run such cars until a sufficient sime shall have elapsed to ascertain the views of the Special Committee charged by the Senate of the United States with the duty of considering and reporting on the nature and extent of the obligations subsisting between the raffroad companies and the postal service of the country is duly noted; and, in the event that the companies obtain a hearing before the Committee, I shall be happy to be present as they request.

Very respectfully, your obedient servant,

JOHN A. J. CRESWELL, Postmaster-General.

RIGHT OF STATES TO LEVY TAXES IN CONSTRUCTING RAILROADS-NITEG-GLYCERINE AS AN ARTICLE FOR TRANSPORTATION-TAXATION OF GOVERN-MENT GRANTS TO BAILROAD.

[BY TELEGRAPH TO THE TRIBUNE.]

WASHINGTON, March 31 .- The entire session ing of opinions, about 20 cases having been disposed of. Among the more important and interesting were the following: In the case of Alcott agt. The Supervisors of Fond Da Lac County, Wisconsin, appealed from the Supreme Court of that State, the important question whether a State has a right to levy taxes for the purpose of aiding in the construction of railroads, or not, was invoived. It is the opinion of the Supreme Court that railroads are public highways, no matter whether they are built and operated by the State or by private of porations. The building of railroads is, therefore, a matter of public concern, to aid which it is just as lawful to levy taxes as for the building of a wagon road or any other public work, and the collection of these taxes can. not be resisted by authority of Article V. of Amendments to the Constitution of the United States, waich provides that private property shall not be taken for

public use without just compensation. Another case decided to-day had its origin to the great nitro-glycerine explosion in San Francisco, in April, 2006. A small box, indicating in no way by its outward appearance what its contents were, was shipped from New York to San Francisco by the Pacific Mail Steamship line in March, 1866. On its arrival in California a ambetance resembling aweet oil was found to be oozing trogethe box. The package was taken to the office of the express company, and a laborer, in the presence of the agents of the express and steamship companies, and other persons, undertook to open it with a hammer and mallet, for the purpose of ascertaining which company was responsible for the fiamage to the goods. The contents of the box exploded instantly, killing all those who were near and greatly injuring the building. A similar box exploded on board a steamer at Aspin wall at about the same time, destroying the vessel and other property. The owner of the building brought suit to recover damages from the express company, alleging negligence on the part of the latter. It was abown that nitro-glycerine as an article of commerce was at that time almost unknown; that there was pothing about the box to indicate its dangerous character, and that the agents of the company treated it as they would any other merchandise. The plaintiff held that it was the duty of a common carrier to know the character of the goods intrus ed to him, and is was the most important question or law involved in the case. The Supreme Court held that to require this knowledge of common carriers where there was nothing about a package to arouse suspicion would be impracticable and that no such knowledge could be required of them. The right of a State to tax the lands granted by the United States to a railroad where that corporation has not obtained a full title was the question which arose in a case to which the Kansas Pacific Railroad was a party. The charter of this road requires the cost of surveying and conveying the lands in question to be paid to the United States by the railroad company, or by the party to interest, before a final patent shall be issued, and further directs all lands not sold by the railroad comcompany within three years to be open for sale to bond fide pettiers at the minimum price of \$1.25 an acre, the money tobe poid by the United States to the milroud company. The Supreme Court holds that a State cannot tax each land for two reasons; first, if it could tax them and seil then for delinquency, the United States Gov erament's right to receive the gost of the surveys and conveyance tefore losing its title to them would be interfered with; and, second, because it would interfere with the right of settlers to purchase the lands at the min-Imum price of 11 25 an acre.

> WASHINGTON NOTES. IBT THEGRAPH TO THE TRIBUNE.

VASHINGTON, Mouday, March 31, 1873 Representative brooks of New-York is so low to-day that his friends are very anxious about his recovery. He has not been able to leave his bed for three weeks and his form and festures are so emacisted that he is warcely recognizable. He had hoped to be able to go South for relief, but ulless he improves shortly the trip will be abandoned, as is is mable to leave his residence.

United States Courts in the Southern States may be ob-

tained from the fact, vanched for by high official authority, that though the number of bankruptey cases in Busteed's and Durell's courts has been large, there has been been a case in either where there has been a dividend to creditors,

The Secretary of War, accompanied by Gen. Sheridan, utends, it is said, to visit all the forts and military posts of the Texas frontier and Mexican border, and to establish new posts and forts and locate others with referen

afford the best protection to the frontier. The President, with Mrs. Grant, Miss Nellie Grant, and Gen. Babcock, will leave on the noon train, to morrow, for a visit to New-York, where they will remain for the greater part of this week.

THE LAST WASHINGTON TRAGEDY.

THE MURDERER OF HAHN DISCOVERED-STRONG CIRCUMSTANTIAL EVIDENCE AGAINST HIM-HE WITNESSED A HANGING THE DAY HE COMMITTED

[BY TELEGRAPH TO THE TRIBUNE.] WASHINGTON, March 31 .- The chain of cirumstantial evidence against the negro Henry Young. alias Charley Williams, who is accused of the murder of Frank Hahn, a Virginia drover, in Armory-square, in this city, on Friday night, is so strong as to leave no doubt of his guilt. About half past 1 o'clock on Saturday morning groans were heard by persons passing along the street in front of the square, and Hahn was discovered brutally beaten with a billy. He died while being carried to the station-house. Murders of this kind have beome so common in this city during the past few months that this last one, committed, it is supposed, in the early within about a block of Pennsylvania-ave. and only a few yards from the Baltimore and Potomac Ballroad depot, has caused more than usual excitement.

At the inquest, to-day, two men testified to seeing Hahn in company with a negro near the spot where the nurder was committed, at about 9 o'clock on Friday night. As they passed, one of the witnesses heard Hahn You say we have to go down this way through the lot t" Williams, the supposed marderer, was brought into the room and Job R. Kenaugh, the proprietor of a frinking saloon at the south end of Long Bridge, testified that on Friday night, about 12:20 o'clock, there was a knock at his door. He asked who was there, and getting reply "I want a drink," opened the door, and a colored man came in and called for a drink. He got two drinks, but before he took the second drink he took out a cheek, and witness observed that it was for \$321 12; fied the prisoner, who, up to this time, had sat with a wild, restless look, as the man, though he appeared to

The prisoner asked Kenaugh-Was I in your place I Kenaugh-Yes, you are the man.

Kenaugh-About 12:20 or 12:30 o'clock. Prisoner-Gentlemen, I was home; I never left Alex-

ndria during the whole week. Detective McDevitt, who arrested the prisoner, testified that by direction of Major Richards he went to Baltimore, saw Mr. Frankenstein, and ascertained that Hahn came up on the 19:45 train, having shipped by the Baltimore and Ohio Road 190 sheep; that he gave Hahn a check for \$321 12 on the Western Bank of Baltimore; that deceased was in Equor, and had had a slight difficulty there: witness's first knowledge was information sent to his house at 6 or 7 o'clock Saturday morning; late yesterday afternoon he received information that a man n Alexandria, who has a bad name, resembled the one who presented the check; Chief Clarvee, Mr. and witness went to Alexandria; arrived there after 12 o'clock. On going to Buzzard's Roost, where the prisoner lived, the police found a pair of boots with what appeared to be spots of blood on the left one. A pair of old boots were also found near the chimney, the lining of one having been torn out. The strap re ing on the boot, on being compared with the strap which was attached to the billy, corresponded with it exactly. They also found on the prisoner two knives and some horse-chestnuts. On a shirt there were some

The prisoner witnessed the hanging of Manly in Alex-andria on the very day that he committed the marder.

as also a needle with thread in it, was found.

spots, which were thought to be blood, but which the

prisoner said were blackberry stains. The billy had

been sewed with common black thread, and some thread.

THE GOODRICH MYSTERY.

FRENCHMAN ARRESTED ON SUSPICION OF GEING

THE MURDERER-MISTAKEN IDENTITY. Inspector Dilks was visited by several unresided into house on the Bowery where there was also living a Spaniard, who, they suspected, might be the murderer of Charles Goodrich. They also said that the man had no occupation; that in personal appearance he very much resembled the description given of the mysterious Roscoe by the Brooklyn police; and that he had often been absent from his room all night. Inspector Dilks informed Capt. Irving of the Detective Squad of the important information and requested him to investigate the matter. Detective Walling was ordered by Capt. Irving to go with the citizens who had given the information and to arrest the Spaniard if there were good cause to suspect that he was the man described by

The detective went to the house, and was there introduced to the suspected man, who represented that his name was Charles Delzen. The man was evidently the offspring of parents of a Southern race, but whether a Spaniard or not the detective could not determine. The numates of the house all recited their various tales of aspicion, until the detective at last believed that he had Roscoe in his power. There was one very strong fact, however, against this theory: Deizen was a married an with several children. Betective Walling deemed it wise, nevertheless, to arrest Delzen, and took his pris

oner to Police Headquarters. The prisoner there was soon surrounded with detectives, was cross-questioned by Capt. Irving, and had his pockets searched for evidence of his guilt. No suspicions letters were found, however, and the man auswered every question put to him in a most straightforward manner. In relation to his nationality, he said that he was born of French parents in the island of Harti, and that be gained his knowledge of Spanish through living several years in Cuba. Capt. Irving tele-graphed to Chief Campbell in Brooklyn of the arrest of Delzez, and received word in reply to send over the prisoner at once to that city. Delgen was accordingly handcuffed, placed in a carriage, and was taken to Brooklyn in charge of Detectives Walling and Golden. On arriving at the Brooklyn Police Headquarters the prisoner was immediately taken before Chief Campbell, who at once exclaimed that the wrong man had been arrested. Chief Campbell then read the description given of Roscoe by Lucetta Myers, which was not found to agree at all with the features of Delzen.

The prisoner was then taken before Lucetta Myers, who affirmed that the man was a stranger to her, and that he did not resemble Roscoe in the least; Roscoe was a tailer man; had lighter hair, and had certain marks upon his hands which could not be found on the hands of Delzen. Nothing therefore remained to the disappointed New York detectives but to release their prisoner at once. Delzen was very good-natured throughout the period of his arrest, and accepted with thanks an invitation of Detectives Walling and Golden to take a seat in their carriage and ride back to New-York, On reaching his home in the Bowery, Delzen left he carriage and bid the detectives an affectionate fare-

District-Attorney Britton was informed, yesterday morning, that counsel for the woman Myers would probably apply to the Supreme or County Court Judges for a writ of habeas corpus that the woman should be discharged. The lawyers expressed the opinion that there was no legal authority for the detention of the woman, and that she has a good cause of action against the authorities. The application was not made, how ever, the District-Attorney stating to a TRIBUNE reporter that the woman's counsel had expressed their willingness to allow her to be detained until after she has testined before the coroner's jury. The inquest will

e resumed at 31 a. m. to-day. The Police Commissioners decline to have any conversation in reference to the case, and Commissioner Jourdan expressed yesterday his regret that there have been any statements made by others connected with the department. Mrs. Myers was visited by her father yesterday afternoon, the District-Attorney having issued a permit authorizing the Sheriff to grant the interview All the articles of personal property found in the house of the descased on the morning when the body was

found were turned over to the Hon, W. W. Goodrich yes terday. Coroner Whitehill states that it is most important for the ends of justice that the arrest of Roscoe should be made, but declines to say whether he considers him the principal in the tragedy.

A TRIBUNE reporter called at the residence of Mrs. Hubbell this morning in search of further particulars of Roscoe. Mrs. Hubbell said, in relation to the personal appearance of Roscoe, that her daughter had represented him to her a "dandy," of the medium hight and, what was very remarkable In a Spaniard, with light hair. She did not think that Lucy had any regard for either Roscoe or Goodrich.

The reporter, having heard from Mrs. Hubbell that Roscoe was a drinking man, went to the different drinking saloens in the vicinity of No. 13 Stanton-st., and in one next door heard that Roscoe had been there once or twice, and that he had a black mustache and were a high hat. Many Cubans and Spaniards were visited during the day, and were asked if they had ever known such a man. The general opinion among these men was that Roscoe was not a Spanish name at all, although

THE SUPERVISORS' CLERK.

EVIDENCE THAT YOUNG AND WOODWARD WERE

PARTNERS. The investigation into the conduct of Joseph B. Young, clerk to the Board of Supervisors, for dereliction of duty and official misconduct, during the years 1869, 1870, and 1871, was continued yesterday by the Com mittee on Civil Courts of the Board of Supervisors. There were present of the Committee, Supervisor Billings, Cooper, and Monheimer, A. Hawkins appeared in behalf of the York Council of Political Reform, and requested to be allowed to assist in the investigation. Permission being granted, he proceeded to state that over \$6,000,000 had been taken from the county treasury, for which there had been no value received, and that he proposed to prove that Mr. Young was responsible, either through criminality or gross carclessness and neglect. Mr Hawkins then offered in evidence the following copy of the minutes of the Board of Audit of 1870:

the minotes of the Board of Audit of 1870:

CONTROLLER'S OFFICE, May 5, 1870.

The undersigned meet as a Commission under and by virtue of Section 4 of Chapter 282 of the Laws of 1870. On motion of the Mayor, it is resolved that the County Auditor collect from the appropriate committees of the Board of Supervisors all bills and Habilities against the county incurred prior to April 26, 1870, and amounts now due thereon, and that the evidence of the same be the authorization for the same by the said Board or its appropriate committees, on certificate of the clerk or President, and that thereupon the said County Auditor annex the voucher to the appropriate blanks for our signature and action, as directed by the section aforesaid, and payment.

WILLIAM M. TWEED, Present Free, Ed. of Supervisors. BicHabb B. CONNOLLY, Controller.

The next paper offered in evidence was a printed list

The next paper offered in evidence was a printed list of claims paid under the resolution just read, amounting to \$6,312,541 37, and of this amount it was stated only \$70,000 could be found upon the records of the Board of Supervisors. Yet the warrants upon which the money was obtained here the signature of Joseph B. Young, Clerk of the Board of Supervisors. Henry F. Tainter testified that he had made a copy of the names of persons receiving warrants, with the mounts and the nature of the services rendered A series of warrants of claims passed by the Special Board of Audit, but never passed by the Board of Supervisors, each one bearing the signature of Joseph B. Young, were next offered in evidence of Young's gross neglect, if not criminality; warrants amounting to \$6,302,551 37 having been signed by him for claims never passed by the Board of Sapervisors. Ten of the Keyser vouchers were also produced, which are all that remain, the rest having been stolen. All of s had been raised 33} per cent.

Mr. Hawkins next requested permission to read a com munication from Controller Green to Mayor Havemeyer, which the Mayor had just received, and which would be given to the Board of Supervisors at their next meeting. To this proceeding, Rufus Andrews, counsei for Young, strongly objected, stating that if the Mayor or Controller had anything to say, they might come and state it on oath. Mr. Hawkins replied that the proceedings were not to be conducted in court and that he thought anything which would throw light on the investigation was admissible. This was also the opinion of the Committee of Supervisors, and Mr. Hawkins was told to proceed. He then read a letter from Controller Green to the Mayor, which stated that certain facts had been brought to the notice of the Controller in relation to the conduct of Joseph B. Young which the writer thought should be made known to the Mayor and the Board of Supervisors. The latter inclosed a communication from Henry F. Taintor to Controller Green containing the figures and dates in the alleged frauds of Young. of March 17. The connection between Elbert A. Woodward and Young was clearly shown, through a correspondence of dates and amounts in their bank accounts At the conclusion of the reading of Mr. Tuintor's letter to the Contoller, the investigation was adjourned until Saturday next at II a. m.

FOREIGN NEWS.

THE REPUBLIC OF SPAIN. GRAVE SITUATION OF AFFAIRS AT BARCELONA-TOWN DESTROYED BY THE CARLISTS. MADRID, Monday, March 31, 1878.

Dispatches from Barcelona say the situation n that city is grave. Intelligence has reached there that the town of Berga, which was captured by the Car lists on Friday, had been destroyed by fire by the insurgents, who, before applying the torch, saturated a number of buildings with petroleum. The news of the burning of the town creates great excitement in Barcelona. At the time the last dispatches were forwarded from the city the populace were assembling in the streets in large crowds, and disorders were feared. The authorities were making every effort to allay the excitement and prevent disturbance of the peace. Reprisals were threatened against the clergy and a number of known Carlist sympathizers. Berga contained a hospital and seven convents, and had over 6,000 population.

Gen. Centreras, Captain-General of Barcelons, has resigned, and Gen. Vilarde is gazetted as his successor. It is expected that Catalonia will soon be declared in a

state of slege. Acts of lawless violence pre of daily occurrence in Barcolons. The burning of churches and the massacre of priests are threatened. The authorities are doing all in

their power to prevent such outrages. Ten thousand armed citizens maintain order in the City of Malaga, but refuse to admit the regular troops or the Government Customs officers; nor will they allow vessels conveying soldiers to other points to remain it the port. They provide for their expenses by taxing the wealthy residents. In the absence of the Customs officials, smuggling is carried on to a large extent. The citizens are divided into two parties, the Moderate and the Ultra Federalists. The Moderates now have the upper hand, but the Ustras are gaining strength.

PARIS, Monday, March 31, 1873. The Government is sending strong reënforcements to the troops now stationed on the Spanish frontier.

LAWLESSNESS IN ROME.

ROME, Monday March 81, 1812. Several Catholic youths, one a native of England, while leaving the Church of Jose yesterday, were attacked by some mon who were lying in wait for them and severely beaten. The gendarmes interfered and the assailants fled. Two or three of the boys were

BONDHOLDERS' CLAIMS ON SANTO DO-MINGO.

London, Monday, March 31, 1873. The council of foreign bondholders have opened communications with the new Samana Bay Company with a view to bringing about an equitable rangement of their claims on the Republic of Santo Domingo. A memorial propounding the whole case has been forwarded to the Government of Santo Domiogo.

FOREIGN NOTES. Fifty emigrants left Carrick-on-Suir, Ireland,

esterday, for the United States. Others will soon fol

President Thiers has received an invitation from the Emperor of Austria to attend the Vienna Ex-

King Lunalilo, the new monarch of the Sandwich Islands, has made the tour of his kingdom in the United States steamship Benicia, on the invitation of Admiral Pennock. The King will come to San Francisco with Gen. Schoffeld, to make a tour of the United States.

THE GAS MONOPOLIES.

THE WAY THE GAS COMPANIES KILL OBNOXIOUS BILLS-AN \$80,000 CORRUPTION FUND-OPERA-TIONS OF THE GAS LOBBY AT THIS SESSION-FATE OF THE PERRY AND DONOHUE BILLS-THE COMPANIES' ENORMOUS PROFITS-WHAT THE

OM A RESULAR CORRESPONDENT OF THE TRIBUNE.] ALRANY, March 29 .- Consumers of gas in New-York and Brooklyn have tried hard for many years past to procure some kind of legislation at Albany that would protect them from the extortion and

final passage.

downright swindling that all feel is practiced upon them by the gas monoplies of those cities. But since the session of 1869 no measure for their relief has succeeded in passing either branch of the Legislature, and such measures have generally been strangled in the standing committees of the two houses. In 1869 a strenuous effort was made and sustained by the newspapers to get through a bill for protection of the long-suffering vicof the gas monopolists, and such a bill actually passed the Assembly by a large majority, but was killed in the Senate during the last days of the session. How it was killed would fur nish an investigating committee with a subject of inquiry quite as interesting and far more important to the mass of the people than the question how Tweed passed the Charter of 1870. It was stated in the newspapers at the time, and not contradicted, that \$80,000 was deposited in an Albany bank, by defeat the bill; and it was as well known here as such matters are capable of being known, that two Senators received \$25,000 each for doing the work. At all events the work was done, and since that time, although gas bills have been introduced at every session, the companies have not permitted them to make any perceptible progress toward a

This year two bills have been introduced-one in the Senate by Mr. Perry, and one in the Assembly by Mr. Donohue. The Perry bill has not been heard of since it went to the Committee; the Donohue bill was reported favorably, discussed in Committee of the Whole, ordered to a third reading, and when it came up for final passage, recommitted to the Standing Committee on the ground that the clause providing for the appointment of a gas inspector was unconstitutional and needed amendment. There was nothing unconstitutional about it, and the best evidence that this was a mere pretext to get it referred back, is the fact that, although it was so referred nearly two weeks ago, nobody has ever heard of the bill This bill of Mr. Donohue's merely required the gas companies to furnish gas of 18 candles illuminating power at a price not exceeding \$3 per 1,000 feet, and provided the public with the means of ascertaining whether the companies fulfilled their

contract or not. At present gas consumers have no protection whatever against the most gross and barefaced swindling on the part of the companies. They can furnish, as they do, gas of not more than 10 candles power, while they get pay for 18 candles, and they can charge for 2,000 feet when only 1,000 feet were consumed, and the public have no redress in any manner or shape under the law. They furnish their own meters, make their own registry of these meters, and present and collect just such bills as they please, with no power on the part of the consumer to question the accuracy or honesty of anything they do. That the meters they use are not correct indicators of the gas passing through them every consumer of gas knows, or if they are correct, he knows that the companies do not follow them or rely on them in any way. Any gue consumer can test this question for himself, as hundreds have done, by refraining from the use of gas for one month, and then looking at the bill that the companies present to him for payment.

In 1860 the Legislature appointed a Special Committee to inquire into the manufacture of gas in New-York, Brooklyn, and Buffale, and hear complaints from gas consumers. Among the witnesses called by the Committee while sitting in New-York, washhe Hon. Chas. P. Daly, Chief Judge of the Court mon Pleas. He testified that he locked up his house for a month in the Summer while he and his family went into the country: that he shut the gas off from the street before he left, so that none could enter the house. On his return a gas bill was presented for payment the same as if he had been at home. He remonstrated to the Company, stating the facts of the case, but it was of no use, and he finally encceeded in compromising the affair by paying half the bill. The reader can readily imagine what chance an ordinary citizen has to escape from such a robbery when a man like Judge Daly was only able to get a deduction of 50 per cent. People complain of the extertion of railroad companies and clamor for a reduction of fare on city cars, but they are compelled to submit to wholesale extortion from the gas companies, and the law allows them no protection whatever. It even compels them to deposit their money with gas companies in advance to the extent of double the amount of their indebtedness at any one-time, thus securing the companies against any possibility of loss and enabling them to force their customers to supply them with capital to carry on business. There are no monopolies in the country to be compared with the gas companies in the absurdity and injustice of the laws regulating their business and the rights of the people in reference to them. And yet so powerful and unscrupulous have the companies become that they do not hesitate to employ any means, however corrupt that may be found necessary to prevent any legislation for the protection of the public.

It is notorious that the gas companies of New York and Brooklyn pay from 30 to 60 per cent dividends on fictitious capital, furnish the poorest gas to be seen in any city of the world, and charge the highest price for it. Dr. Wren appeared before the Committee on Trades and Manufactures when Mr. Donohue's bill was nuder consideration, and presented the Committee with facts and figures showing the cost of maunfacturing gas in this country and England, and the enormous profits that accrne to the gas companies of New-York and Brooklyn. The following extract from his speech illustrates the extortion that is practiced upon the consumers of cheap gas in those cities:

Now as we have found by comparison what amount of gas the surious kinds of coal will give, both of Enginted and America, we will commence to figure a little. was sold last Summer in New-York by the cargo as law as \$4 25 per top. Say that the gas companies pay on the average 16 per ton, which they do not. Six dollars produces at least 8,000 cubic feet; or let us figure it this way: Ten tone of coal, 500; to bashels of lime, 65. After the Hine has been used it will sell for one-half what it nost. Now, so we have already seen by the comparison of the tables, that every company running benches of six retoria, will sell four chaldrons of coke for every five tops of coal they use, that gives eight chaldrons from the ten tons.

Eight chaldrons of coke, sold at \$3 per ... \$24 00 chaldren. Ten bushels of lime sold. Thirty eight dollars and fifty cents for \$0,000 cubic feet

of gue, for which they receive, at \$3 per thousand, \$240. Now, if we add to their expenses 20 cents per thousand for labor of making (it does not cost as much as that as we have seen); that is only a trifle more compared to the price received for their product. Thus they make over 300 per cent profit. Is it any wonder that seme of the the act to establish district courte in Newark.

companies, with a delivery every 20 feet the length and width of the city, can pay a dividend of from 20 to 40 pe cent on millions of fictitious capital; and do we ask too much when we ask that the companies shall give us an 18-candle light instead of 9 or 101 I only speak for and give expression to the feelings of 990 out of every 1,000, who, when they pay their gas bills, feel that they are swindled. Is there any man on this Committee who has been able in a legitimate business, to make from 300 to

400 per cent on his ontlay! or do you know of any one

that can do it with a certain return ! It is to be hoped that the people will keep watch of their representatives in Albany whenever any legislation affecting the gas companies is pending. Donohue's bill, as before stated, is slumbering in the Standing Committee, whither it was sent to be "constitutionalized." Let those interested in the bill demand that it shall be reported back for the action of the Assembly, and, when the vote is taken, let the people keep one eye on the gas companies and the other on the Yeas and Nays.

ALBANY.

LAST EVENING'S SESSION OF THE LEGISLATURE-NO IMPORTANT PROCEEDINGS.

ALBANT, March 31 .- There was not a quoon the Central Railroad which delayed the trains from the west. The proceedings were without special interas to allow the jury to render a verdlet of murder in the second degree in certain cases where the killing was not peditated, was ordered to a third reading. The penalty provided for such cases is imprisonment for life. Mr. Opdyke offered a resolution to make the bill reor-ganizing the Police Justices' Courts of New-York a special order for Thursday next, but it failed to pass. The bill cannot be reached in regular order before next week. A bill appropriating \$100,000 from the State Treasury in aid of the Gloversville and Northville Railand in Falton County, was ordered to a third reading The Speaker and Lieutenant-Governor announced the Committees of 15 on the part of the Assembly and seven on the part of the Senate, to present a plan for the consideration of the amendments to the Constitution proposed by the late Commission. In the Senate several bills were considered in Com-

sittee and ordered to a third reading, including Mr. Husted's Civil Rights bill, a bill to establish another line of steamboats to run between the lower part of New-York City and Harlem, by the People's Water Transportation Company, and Judge Robertson's bill stating to challenges in criminal cases in Westchester

relating to challenges in criminal cases in Westenester County.

United States Commissioner Davenport arrived here on the 8 o'clock train, in charge of a large number of Federal office-holders and representatives of the Custom-house Central Committee, to influence the action of the Senate to-morrow on the Charter. It is now 32 days since the Charter passed the Assembly.

In the report of the testimony in the Tweed case, sent from Albany a few days aco, Mr. Tilden was erroneously reported as relating a conversation had by him with Measrs. Tweed, Hall, and Connolly, in regard to the election of State Senators in the Fall of 1871. His testimony related to a conversation he had with A. Oakey Hall alone, and not in the presence of either Tweed, or Connolly, and was simply a statement as to what Mr. Hall said Mr. Tweed expected would occur at such election. Had the conversation been in the presence of Tweed, there would not have been any questions to the Tweed, there would not have been any question as to the

The Senate met at 7:30 p. m. Petitions vere presented of the Westchester Board of Supervisors asking for increased pay for the Surrogate of that county; of the citizens of Oneida, Erie, Herkimer, and Rockland Counties asking for an apprepriation for the New -York Soldiers' Home.

BILLS INTRODUCED.

By Mr. ROBERTSON—To extend the powers of the Youkers police to the town of Kingsbridge; also, relative to the salaries of the County Judge and Surrogate of Westchester County.

By Mr. PERRI—For a street railroad in Butler-st., Brooklyn; also relative to the Coney Island Railroad; also relative to assessments against Ocean Park-way, Brooklyn;

The President announced the following Committee of the Senate relative to the work of the Constitutional Commission:

Messrs, James Wood, Robertson, Bowen, Marphy, D. P. Wood, Lord, and Cock. The Committee on Commerce reported an amended bill defining the duties of the Captain of the Port of New-York. It provides that no boat can be registered except it is in the port of New-York. All transportation line which have a part of a pier and bulkhead may, when usiness requires, have the exclusive use of the whole of the pier and bulkhead with the berths thereof, upon notifying the Harbor-Master of the district that the usiness of the company requires the exclusive use of said pier.

The following bills were considered in Committee of

the Whole, and ordered to a third reading : . To provide for the protection of citizens in their civil and public rights. Relative to the drawing of jurors in Westchester

ounty.
To incorporate the New-York Passenger Company.
To incorporate the New-York Water Transit Company.
To reorganize the State Inchriste Asylum, at Bingamton.

Releasing the interest of the State in certain lands in ackett-st., Brooklyn, to Charles Ferber.

The House met at 7:30 p. m. Speaker formell being absent, the Clerk caffed upon Mr. Husted to preside. The following bills were taken up in Committee of the Whole and disposed of as stated :

To divide the crime of murder into two degrees and to punish the crime of arean. Ordered to a third reading. To incorporate the Schenectady City Railroad Company. Ordered to a third reading.

For the benefit of common schools in the County of Richmond. Ordered to a third reading.

To amend the Public Instruction act. Ordered to a third reading.

third reading.

Making an appropriation of \$29,295 to the 9th Regiment, National Guard, to pay for uniforms worn out in

time of war. Mr. BATCHELLER moved an amendment that the Colonel shall give bonds for the faithful appli-cation of the money. Carried, and the bill ordered to a The CHAIR announced the following members of Joint Committee on the part of the House to report a plan for the consideration of Constitutional amendments adopted

by the Constitutional Commission : Messrs. Pierson, Alberger, Husted, Prince, Fort, Rose Kennedy, Patterson, Clapp, Gibert, Denniston, Jacobs Weed, Ray, and McGuire.

Mr. CLARKE introduced a bill to amend the charter of the Gilbert Elevated Railroad Company, by providing that the route shall not run through or over any of the streets fronting or bordering on Washington-square Also, to exempt the New-York Ophthalmic Hospital from taxation and assessment.

By Mr. Torry-To incorporate the New-York Mort-tage and Trust Company.
By Mr. McGuire-To amend the charter of Havana. On motion of Mr. VANVALKEMBURGH the bill requiring life insurance companies to make annual detailed statements of their expenses, was made the special order for to-morrow.

Mr. Oppyke moved to make the New-York Police bill the special order for Thursday. He said this was a reform measure, and it was one of the most unportant bills before the House. Mr. BURNS did not see the na cossity for any particular haste for this bill. The question was taken and it was lost. Adjourned.

THE NEW-JERSEY LEGISLATURE

THE GENERAL BAILROAD BILL CERTAIN TO BECOME A LAW.

TRENTON, March 31 .- After some routine

business in the Assembly to-night, Mr. Worthington, Chairman of the House Committee of Conference on the General Railroad Law, presented a report that the Commitee had avanimously agreed to all the amendments made by the House of Assembly with the exception that the clause which allows no rail road to be built within 1,500 feet for more than five miles of another railroad be stricken out, that railroads can be constructed for any length within any distance of each other, and to amend another clause which allows railroads to pass through lands, to make them pass under. These are the only changes. The House adopted them unanimously without debate. The bill will go to the Senate to-morrow, where it will pass

erhaps unanimously.

The Railroad Tax bill passed to a third reading in the Senate, Mr. Sewell withdrawing his objectionable amendment. The bill fixing the estary of State Prison Supervisor at \$3,500 and the bill for a Jersey City canal and what company were lost. A bill was introduced to revise the Charler of Newark, which provides that all

THE ERIE INVESTIGATION.

REFORM MADE PROFITABLE.

ESTIMONY OF JOHN TAYLOR JOHNSTON, HENET THOMPSON, GEN. A. S. DIVEN, AND OTHERS-INDEMNIFYING THE OLD DIRECTORS-WHAT WAS PAID TO LOBBYISTS AND FIVE SENATORS.

The Committee of the Assembly appointed to investigate the affairs and conduct of the Erie Railvay, reassembled at the Fifth Avenue Hotel yesterday soon after 10 a. m. The Committee hold executive sessions in the intervals of their public examinations, and map out their work so carefully, and with such knowledge of the subject, that there is little or no delay in conducting the investigation; and each question asked in the direct examination leads directly to the conclusion sought to be reached. There is thus little time wasted by random questions, and when witnesses wander from the track marked out for them, they are quickly brought back to the matter directly indicated by the questions. In this respect the Erie Committee, as a working body, present a marked contrast to many others which have met in New-York and Albany. Yesterday all the members were present. Mr. Stickney appeared for the Committee, and Mr. Barlow for the Erie Company. John Taylor Johnston, the first witness, was

director at the time the last dividend was declared and gave his reasons for voting against the action under the belief that the earnings of the road did not justify it. He did not believe that the noney could have been divided among the stockholders, except for the money realized from the sal was increased just the amount of the dividend. Mr. Ramsdell gave his version of the coup detat. He entered into the arrangement with Gen. Sickles, who thought that everybody connected with Erie was corrupt, and could hardly be made to believe that witness didn't wish any money either as "absolution" or "indemnity" for acting with him. The indemnity was to protect the members of the old Board from suits, which Gen. Sickles seemed to think they had all done something to render themselves liable to. The witness was quite sure that money used to influence legislation had been em ployed only, to defray legitimate expenses. The Archer freight contract had made Mr. Archer rich, but not at the expense of the Company, though witness afterward admitted that if the Company should employ a Superintendent as capable as Mr. Archer, they ould save the profits now paid to the latter. The witness explained the nature of the sleeping-car contract, and also the one held by him for transportation of freight via the Newburgh branch.

Henry Thompson, an old director, was the next witness. He cooperated actively with Gen. Sickles in the reorganization, and was paid for his services; but knew nothing of absolution or indemnity. Gen. Sickles told him that a large amount of money was to be made, and they might as well share in it. He didn't know of any money having been used for corrupt purposes, and knew of no meney paid for legal services except \$2,500 to Mr. Barbour, for which be had made out a voucher at the request of Mr. Gould, who signed it. The voucher being produced proved to have been signed by Mr. Thompson himself, at which he was somewhat astonished, but said that it was a mere matter of form. Upon close questioning he admitted that, if common report were true, the services of Mr. Barbour were rendered as a lobbyist, which was Barbour's principal business. He be lieved the commissions paid to Bischoffsheim & Co. were excessive, and that their claim for \$80,000, part payment of expenses, was preposterous in the ex-

Mr. Ramsdell was recalled by Mr. Barlow to reiterate former statements in regard to the beneficial results to the Company of the Bischoffsheim con-

Gen. Alexander S. Diven, a director of the Company, said that he had voted for the dividend. though with some misgivings as to the wisdom of the act. It was declared on the basis of the increased value of the road. He knew of payments of money to influence legislation only from hearsay. He had cooperated with Mr. Vanderbilt in defeating bills damaging to railroad interests, and the latter urged that Erie should assist in paying the expenses. He was standing by, that Barbour and Van Vechten had paid \$35,000 to five Senators and certain lobbyists. The Senators received \$5,000 each. Their names were given to him at the time, but he remembered only one, and declined to mention him. Dutcher gave no names of members of the Assembly influ-

enced by money.

At 2:30 p. m. the Committee adjourned to 4 p. u when John Parkes testified that he know nothing of money having been paid to influence legislation.

Justin D. White was recalled at his own request. and submitted a statement showing that the vouch ers paid April 25, 1871, were kept as cash until March 11, 1872. After an unimportant statement by J. Rubine, the Committee adjourned to this morning

THE PROCEEDINGS.

MR. JOHNSTON'S TESTIMONY. John Taylor Johnston testified: I was a nember of the Board of Directors at the time the last fividend was declared; voted against the measure because I was not fully satisfied that the Company had carned the money, or if it had that it was injudicious to declare the dividend at that time; it was stated that \$6,000,000 had been earned, but I thought that sufficient allowance had not been made for the depreciation of road and equipments, and that if the allowance had been made for repairs the net earnings would not have been enough for a dividend; it was the absence of facts which influenced me; I had confidence in Mr. Watson as a thoroughly honest man, but did not have knowledge on the subject to justify me in voting for the dividend; I knew the Company was raising a large amount of money cial basis before dividing the gross earnings; I know nothing personally of the floating debt of the Company at that time; it was only a difference of judgment between myself and the others; I have been a director since the last election; I have no knowledge of the net earnings except from the statements to the Board from time to time; do not remember what they have been; do not believe that a dividend could have been paid without the money raised in London; the indebtedness of the Company was therefore increased by just the amount of the dividend; believe that the condition of the road has been steadily improving; my impression was that the stated value of the equipments of the road was greater than their real value; I have no actual knowledge of the condition of the road-only a general impression; it was stated that the stockbolders desired that a dividend should be declared, and that the money had be n carned it was also desired by the English stockholders; don't remember that it was said that the dividend would ald in selling the bonds, though it might have been said holders to the Board directly; understood that Mr.

had very little to say. To Mr. Barlow-At the time of the declaration of the dividend I did not make a careful examination of the financial statement of Mr. Watson; my action was based merely upon my opinion.

Barlow represented the English stockholders; Mr. Sisson

MR. RAMSDELL'S TESTIMONY.

Homer Ramsdell testified: I was a member of the old Board of Directors; the first intimation I had of concerted action for the overthrow of the management was from George Crouch, who, on March 1, invited me to come to New-York on important business; he placed me in communication with Gen. Sickles: be said that the Eric Cempany was a very corrupt affair, and everybody connected with it was as corrupt as possible, but he was anxious to give absolution and indemnity to every one; I told him that I asked for porther; it I had done wrong I was willing to be punished, and asked no compensation; it was hard work to make him believe it; I finally fell in with the idea of Gen. Sickles, and his project was carried out; the arrangements were all made before I was apprised that such a movement was in contemplation; nothing was said to me about the con-

See Eighth Page.